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TOTAL DEPRAVITY

We have never shared the confidence, felt in so many quarters at certain periods, that the railroad strike would be settled. This fact we have hitherto taken occasion to mention. When some of the Brotherhood chiefs, seeking to serve as mediators, likened themselves during the last New York conference, to bats darting about, but finding no way out, we thought we knew exactly how they felt. Views respecting seniority were antipodal, and we were convinced that conditions afforded little promise. This condition of affairs, we repeat, one could comprehend with comparative ease.

But let's see what stands in the way of a settlement in the anthracite field. The trouble appears to spring from the question of arbitration. Men and women, millions of them, who work to live, just as do the miners when they work at all, will pay more for their coal this winter—if it is obtainable at any price—because Mr. Lewis, of the United Mine Workers, cannot brook the idea of arbitrating, even in the distant future, the differences that may arise between the operators and the miners.

Peace did not come in the railroad world because of difficulties inherent in the paramount issue that arose between the contending forces. Peace did not come in the anthracite field, we fear, because of its high content of total depravity so frequently discoverable in human nature.

OUR INTENSE CIVILIZATION

It is not only a most painful sort of existence here below, especially if one does not happen to be rich, but it is growing more and more complicated. What has coal, for example, got to do with burying folks if they are dead, or with catching fish for them if they are fortunate enough to be alive? What has coal got to do with delivering your mail? This sounds easy, but it has nothing to do with pulling the locomotives.

People handling the coal priority list in Washington found that a number of casket factories were running short of coal with which to run their plants, while the undertakers were not well stocked. Something had to be done about it, and was done. If the dead were to be laid to rest there must be coal.

In the coast regions there are many fish plants, and there were fishing boats in need of bunker coal. Not only must fish be caught to supply the markets, but the fish plants were going to make oils and fertilizers, and the season was right on us for the fish run, the fish not being interested in Mr. Hoover's coaling arrangements, and without fertilizers crops would be adversely affected, and with short crops in the trucking districts, the cost of living would be increased. Coal, therefore,

had to be provided for the fish boats and plants.

Some manufacturers were making yarn under a contract given by the Department of Justice, and the yarn is sent to the Federal penitentiary at Atlanta, where they make mail bags for the Post Office Department. The yarn makers had to have coal, or two of our great executive departments would have been in bad.

Maybe we have been too completely and intensely civilized.

BUY BEFORE PRICES GO UP

Representative merchants this afternoon give their reasons for believing Richmond's fall business will be good.

To these reasons another will be added as soon as the people realize what is before them.

The republican Fordney-McCumber tariff, now in conference, fixes very heavy duties on virtually all articles of wearing apparel and on most of the materials that enter into them. When this bill becomes a law, retailers' new stock will represent a very substantial increase in price. Suits and suitings, high class fabrics of all sorts, gloves and hosiery are among the commodities that will be most affected by the tariff. It is estimated that men's clothing will be at least \$4 higher per suit. High class gloves may go to \$7. Household cutlery is destined to soar. All commodities in which wool is used will advance sharply.

In the circumstances, all who can afford to do so should stock up before the new prices prevail. What delay may involve is indicated by Senator Walsh's estimate that the new tariff, though it will yield the government only some \$330,000,000 per annum, will increase by \$1,316,000,000 the cost of food to the American people. The total yearly cost of the tariff to the American household is put down variously at from \$3,000,000,000 to \$4,000,000,000.

The tariff in some form has passed both houses of congress. Differences are now being reconciled. The bill will not go into effect for about a month and probably not until after the first week in November. It is not well, however, to wait until retail stocks are diminished. — Richmond News-Leader.

Open Season For Winter Furs Is On

(By United Press.)

New York, Aug. 28.—Femininity, armed with golden bullets, went hunting yesterday.

The open season for winter furs was on in department stores all over the country.

Record sales of high-priced skins and a steady demand for the medium-priced ones was reported to the United Press from all over America.

Milady, believing in preparedness to the extent of preparing for winter in time of summer, chose her garments, had it laid away and waited impatiently for the first cold blast.

No radical changes in styles were reported. Since women expect to wear their furs, in many cases coat trunks, for several seasons, the conservative cuts prevailed. Some houses, however, had runs on freak styles but these were mostly of the cheaper kinds.

Many dealers, however, stated the winter neck pieces were considerably lighter than the summer furs now being worn.

Dealers in New York reported that Alaska and Hudson Seal were in the greatest demand with very little change in price.

The International Fur Exchange at St. Louis stated also that the greatest demand was for Alaska and Hudson seal with raccoon, skunk and dyed possum for trimmings. There was, however, a lively demand for squirrel and mole coats.

Marshall Fields, in Chicago, one of the largest retailers and wholesalers in the world, announced that Caracul was the favorite with seal running a close second. Kollinski was the favorite trimming, this house said. Both loose and tight styles were reported popular, with coats running from 30 to 47 inches long.

Women of the south lean toward the long-haired variety of furs, advice from Atlanta stated. The lighter weights and three-quarter length coats were most popular.

The girls of the golden west prefer the short haired furs. Tan and gray were the favorite colors, and marten and squirrel the most popular skins.

From Kansas City, it was reported that women of the southwest preferred the short-haired furs of light weight.

Britain's Navy Slowly Dwindling Under Terms Of Washington Treaty

By DAVID L. BLUMENFELD
(United Press Staff Correspondent)

London, Aug. 28.—Great Britain is scrapping her capital ships "gradually."

Many people have had visions of dockyards, swarming with workers, dismantling the great grey ships along the quays, battering off guns and searchlight platforms, as if nothing else on earth mattered.

In England, at any rate this is far from fact.

In the first place most of the heavy scrapping to be done by England Admiralty officials showed is not scheduled before 1925, when four super Dreadnaughts of the King George V type come under the shipbreakers hammer, or are sold, minus their armament and implements of warfare.

After that, the famous Queen Elizabeth comes up for destruction in 1935 the Royal Sovereign in 1936, the Renown (already on the reserve list since the return to the Prince of Wales from his world tour in 1914 and the famous Hood in 1941.

In the meantime sixteen obsolete vessels have gone to the scrap heap. They are the pre-dreadnaughts: Mars, Caesar, Queen, Swire, Hindustan, Lord Nelson, and the Dreadnaughts: Bellerophon, Temeraire, St. Vincent, Dreadnaught (the original of her type), Hercules, and Commonwealth.

These ships, it is true, were partly scheduled for the scrap heap before the Washington Conference took place. The Treaty of Washington sealed their fate and they have accordingly been "scrapped."

That is to say they are no longer on the actual list of the Navy. Some of them have been broken up, others used as targets, others again, minus their guns, rest in the dry docks of Devonport and Portsmouth, rotting gradually with but a couple of caretakers on board—ships which were once the pride of the British Fleet.

Of the later types scheduled to go, and already off the navy's active list are the Super—in a few weeks to become a target for the bombs of British air squadrons—the Erin already in the hands of shipbreakers, the Agincourt, New Zealand, Princess—Royal and Lion.

But the process is gradual. A ship which has cost four millions cannot be broken up in a week. To destroy a great battleship is an expensive matter and at least half a million dollars goes at the foot of the bill.

Consequently the big vessel for destruction is first of all paid off, and with a nucleus crew steams round to her last port where she waits further orders. There are many such vessels in what is known as the "Rotten Rows" of the dockyards. Some of them will be stripped of all their fittings and their guns melted down; sold maybe for reconditioning as freighters in the case of light cruisers, others sold to such foreign countries as the Treaty of Washington allows.

Many of the fittings of these monster war vessels repay their original placing in the battleships. Range finders can be used in garrison forts which overlook the sea, compasses, winches, steam launches, hydraulic derricks, telephone systems, searchlights can and are being used in newly built vessels or sold to the merchant service.

The actual position resulting from the conference as regards the capital ships in service of Great Britain and America is date is as follows:

Capital Ships—America, 31.
Capital Ships—Great Britain, 22.

But America must scrap one battleship and seven battle cruisers with Britain scrapping four battleships already built, so that in capital ships, the two navies will not be widely different.

In destroyers, America leads Great Britain, but in light cruisers England remains far supreme.

Each Borrowing Nation Gave Separate Obligation

Secretary Mellon Explains Foreign Debt Situation In Answer To Inquiries

(By United Press.)

Washington, Aug. 28.—Each nation which borrowed from the United States during the war gave its own separate obligation for payment, Secretary of the Treasury Mellon declared in a formal statement yesterday, explaining the foreign debt situation.

There was no guarantee of one borrowing nation asked from any other nation, Mellon said.

Mellon said he made this announcement to answer inquiries which had been received at the Treasury Department implying that the British debt of \$4,135,000,000 was incurred by the British government for other allies and that the United States government had forced Britain to assume obligations for it.

War debts of foreign nations now owing to the United States had their origin in purchases made in this country and the advances by the United States were for the purpose of covering payments of these purchases.

Atlanta To Be World's Greatest Cotton Market

(By United Press.)

Atlanta, Ga., Aug. 28.—Following the leasing of the great Candler warehouse here by the Shippers Company active plans to make Atlanta the world's greatest spot cotton market were on foot yesterday.

J. H. Tigner, secretary of the commercial exchange said that leasing the warehouse, which will give Atlanta storage space in excess of 400,000 bales, and with preferential railroad rates on cotton, the local banking facilities, makes Atlanta the logical center of the spot cotton market in the United States.

N. J. Bootleggers And Politicians In Alliance

Write Declares State Is Bad Lands of Industry. Wholesale Bribery and Corruption are Flagrant

New York, Aug. 28.—New Jersey is indisputably the prohibition Bad Lands. From every point of view it is ideal bootlegging territory. Nowhere is the unholy alliance between politics and the illicit industry, with its attendant evils of wholesale bribery and corruption, so flagrant as in evidence. Nowhere are there such inviting opportunities for liquor-smuggling as the tortuous Jersey littoral along the Atlantic affords.

On the prohibition map the State figures as incomparably the worst spot in the country. It is a festering sore that is poisoning and undermining the entire Federal enforcement system. Until it is broken up and purged, root and branch, the eighteenth amendment will be in only theoretical operation.

New Jersey was the last (the forty-sixth) State to ratify the dry addition to the Constitution. Today it is the chief stumbling block to its actual operation as the law of the land. When prohibition is imposed upon New Jersey, it will begin to be enforced throughout the Union. Uncle Sam's job is right there.

A glance at the map reveals the paramount significance of Jersey in the prohibition scheme. The State is virtually a peninsula, bounded on one side by the ocean and on the other side by the Delaware River. It is the seaside gateway to the richest, wettest and most populous region in the United States, New York surrounds it on the north and east. Pennsylvania sprawls all along it on the west, Delaware and Maryland are adjacent on the south.

From Sandy Hook to Cape May the long Jersey shore line, fringed with islands, inlets, bays, barren sand dunes and indentations of endless variety presents a limitless latitude of choice for rum pirates in quest of safe landing places.

At countless points the coast is still in a state of primeval wilderness, deserted and unguarded. Nature or, if you prefer, bootlegging purposes. That is why the waters outside of New Jersey's three-mile limit constitute the favorite rendezvous of the smuggler ships that bring contraband liquor to the United States from Europe, the West Indies and Canada.

But even the unique geographical configuration which makes New Jersey a national pipe line, through which illicit drink can easily be telephoned into the United States, would not be potent if there were not favoring conditions. The State is happy hunting grounds for the bootlegging fraternity because of the ancient partnership between the liquor trade and high politics.

Let it be said at once that when there is talk of politics and bootlegging in New Jersey, both parties are in mind. It happened to be the private glory of Governor Edward I. Edwards to decree that the State should be "as wet as the Atlantic Ocean" but that Democratic leader is not the only wet politician in Jersey. There is a host of Republican wet leaders.

If the bootlegger-political alliance is pernicious and brazen in Democratic strongholds like Hudson County, which contains Jersey City and Hoboken, it is no less vicious in Atlantic County, which embraces Atlantic City and which is inextricably Republican. The bootlegging industry in Jersey, as everywhere else, is nonpartisan and bipartisan. It plays with both sides, and both sides play with it.

It has remained for a Republican leader, State Senator Charles D. White, of Atlantic County, to make the most specific charge of bootlegging collusion with politics that has yet been launched in New Jersey, if not in the entire country. Addressing the Lions' Club at Atlantic City on July 19, Senator White, who is one of the proprietors of the Marlborough-Blenheim Hotel, declared categorically that "certain political leaders" control, for private profit, the supply of illicit liquor that streams into Atlantic City.

The Senator, a man of high repute and conservative utterance, asserted it was within his knowledge that the politician in question receives a regular "rake-off" of \$5 a case for every shipment of contraband drink arriving at "the shore." The "rake-off" takes the form of a systematic assessment, in return for which the political boss guarantees, according

to Senator White, complete "protection" all along the line.

Whether the liquor arrives from the seaside by boat or airplane, or by some overland route in railroad trains, by automobile or in trucks, it is shipped into Atlantic City unimpeded. Prohibition enforcement officials, State constabulary and local police officers are all "fixed."

If a cog slips somewhere and some body is arrested, the arrangement provides for prompt immunity at the hands of judges, prosecutors and juries. The \$5-per-case rate is said to cover everything. You pay, the money, the politician does the rest. Atlantic City's booze supply runs into hundreds of cases a week. The gross proceeds of the alleged graft system are in corresponding ratio.

VIRGINIA NEWS

PARAGRAPHED

Warrenton—Isaac D. Lake died at his home in Upperville last night, aged 85 years. The deceased recently celebrated his fiftieth anniversary as pastor of the Upperville Baptist Church. He was one of the most prominent ministers in the Southern Baptist Association. He is survived by his widow and one son, Professor James L. Lake, of Wake Forest College, North Carolina. The funeral will be held this afternoon.

Richmond—Southbound traffic on the Richmond, Fredericksburg and Potomac Railroad was delayed for about three hours, between midday and late afternoon, yesterday, when a coach in a train of express cars jumped the track at Wide Water, just north of Fredericksburg. The southbound track was blocked from shortly after 8 o'clock until shortly before noon, two important passenger trains between Washington and Richmond being held up until the track could be cleared.

Harrisonburg—After months of anticipation, the people of the Shenandoah Valley will be treated to "Fair Time" next Tuesday when the popular season will be inaugurated with the opening of two of the Valley's major exhibitions, the Harrisonburg and Winchester Fairs, with every prospect of enjoying the most successful year in the history of fairs in this section. Dates of the Valley's four major fairs are as follows: Harrisonburg, August 29, 30, 31 and September 1; Winchester, August 29, 30, 31 and September 1; Staunton, September 4, 5, 6, 7, 8 and 9; Woodstock, September 12, 13, 14 and 15.

Richmond—Police seized three automobiles and five cases of liquor yesterday morning, when the entire liquor squad of the Police Department united forces and raided the Seventh Street Garage, at 701 East Leigh street. On the second floor of the garage a Packard touring car with two cases of corn whisky was seized. Twenty-three quarts of rye, bottled in bond whisky was found in a Buick roadster, and a case and a half of corn liquor was found also in an Overland five-passenger car.

Richmond—Dr. John Chiles Edwards, formerly of St. Charles County, Mo., died at the home of his daughter, Mrs. Horace McCluer, Highland Springs, yesterday afternoon at 4 o'clock. Dr. Edwards would have been 96 years old October 4 had he lived to that date. Dr. Edwards was a native of Virginia, being born on Leatherwood Creek, in Henry County, where he lived until he reached the age of 14 years, his father removing to Missouri at that time. It was there that he spent eighty-one years, coming here about a year ago. Up to three weeks ago

NOTICE
The Public Schools will open Monday, September 11th, permits will be issued Tuesday, September 5th.

Children from outside the city limits will be admitted as far as accommodations permit, at following rates for tuition:

First, second, third, fourth grades, \$20.00 a year.
Fifth, sixth, seventh grades, \$25.00 a year.

High School, \$50.00 a year.

Should the school authorities of the adjacent counties desire to send any of the county children to the Alexandria Schools they must furnish them a permit properly authenticated to be presented to the Alexandria School authorities.

GILBERT COX, Clerk

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he was in very good health, but he had a few chills and these so weakened him, and his age and inability to rally to treatment wore him out, the end coming peacefully as he passed away last night. Dr. Edwards enjoyed the distinction of being the oldest graduate of the University of Virginia, and probably the oldest member of the Masonic fraternity in America. He was proud of his connection with the Masons, and a story of his initiation makes interesting reading. He removed to St. Charles County, Mo., and when he had attained his majority he petitioned for membership in the order. The record shows that he was initiated on "Monday before the full moon in November, as is the custom in many of the country lodges to this date, to designate their times for gathering. He served two lodges in the capacity of master.

Lynchburg—Boyd A. Bennett, who has resigned as director of the public works department here, to become city manager of Charlottesville, September 1, has been advised that the injunction sued out to stop the operation of the city manager commission form of government in that city, has been dissolved, and he has been asked to be there next week to take up his new duties.

Richmond—Appreciating the remarkable growth of dairying in this State the officials of the Virginia State Fair have arranged for the showing of the Jersey cattle educational display at the Virginia State Fair during the week of October 2. The exhibit will be shown by the American Jersey Cattle Club, and will be in charge of a personal representative of the breed association. It will be housed in a large tract to be erected in close proximity to the cattle barns and will be designed to present educational and economic features of dairying. Particular

stress will be laid on the possibilities that thoroughbred Jersey stock holds for the small farmer, and a canvass will be begun immediately by club officials to insure a maximum attendance of Jersey breeders at the exposition where the opportunity to inspect the exhibit will be afforded.

Fredericksburg—John Franklin Hancock, Confederate veteran, member Company C Thirtieth Virginia Regiment, Pickett's Division, died here today, aged 78. He is survived by his wife, three sons and one sister.

Lynchburg—A rain of .42 inches here Thursday night has arrested a drought, which had prevailed through the month of August. This only brought the precipitation of the first twenty-five days of the month up to .88 of an inch, the previous rain coming in light showers.

EVERY BIT OF DULLNESS disappears with a golden Glint Sham poo.—Adv.

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